

amendments and the following remarks are fully responsive to the Office Action and are believed to render all pending claims at issue patentably distinct over the cited references. The foregoing amendments are made in the interest of expediting prosecution, and there is no intent to surrender any range of equivalents to which Applicant would otherwise be entitled in view of the prior art.

I. OBJECTION TO THE DRAWINGS

The drawings were objected to because of poor margins, poor line quality, and inadequately sized letters, numbers and reference characters. This objection is believed overcome by the drawings, drafts of which are submitted herewith, subject to the approval of the Examiner.

II. OBJECTION TO THE ABSTRACT

The abstract was objected to because of the use of legal terminology. The abstract has been amended to overcome this objection.

III. CLAIM REJECTION UNDER 35 USC § 112

Claims 2-14 were rejected under 35 USC § 112 as being indefinite. This rejection is believed overcome by the amendments to claims 2-14. In claim 2 the term "the aircraft operator" deemed indefinite by the Examiner, has been replaced by the term "an operator of the aircraft".

IV. CLAIM REJECTION UNDER 35 USC § 103

Claims 1-8 and 11-19, as renumbered, were rejected under 35 USC § 103(a) over Barnett in view of Nakhla. This rejection is believed to be in error for at least the following reason.

Each of the claims 1-8, 11-16, and 18, and the newly added claims 30-32 includes features not disclosed by either of the cited references. For example, each of the claims now requires that upon comparing an entered character to data stored in each data source, that each likely text identifier is automatically completed on the display. Neither of the references cited has such a completion step, having only comparisons made for validity of the entire identifier. This feature is important in the instant invention because the automatic completion of the identifier may reduce the number of keystrokes required by the crewmember entering data, and further allows more "heads up" time for the crewmember to proceed with other tasks. Each of the claims 1-8, 11-16 and 18 now specifically recites this feature and each of these claims is believed to now be in condition for allowance.

V. ALLOWABLE SUBJECT MATTER

Claims 9 and 10, as renumbered, were objected to as being dependent from a rejected base claim. By the above amendment, claims 9 and 10 have been cancelled and new claims 30-32 have been submitted incorporating the essential elements of cancelled claims 9 and 10. Claims 30-32 therefore, are now believed to be in condition for allowance.

The applicant acknowledges with appreciation the allowance by the Examiner of claims 20-29

VI. REFERENCES CITED BUT NOT APPLIED

The references cited but not applied in the rejection, have been reviewed but are not deemed relevant to the invention as claimed.

VII. CONCLUSION

In view of Applicant's amendments and remarks, the Examiner's rejections are believed to have been overcome. Accordingly, Applicant submits that the application, as amended, is now in condition for allowance and such allowance is therefore earnestly requested. Should the Examiner have any questions or wish to further discuss this application, Applicant requests that the Examiner contact the undersigned at (480) 385-5060.

If for some reason Applicant has not requested a sufficient extension and/or has not paid a sufficient fee for this response and/or for the extension necessary to prevent abandonment of this application, please consider this as a request for an extension for the required time period and/or authorization to charge Deposit Account No. 50-2091 for any fee which may be due.

Respectfully submitted,

Dated

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

1. (Amended) A method for entering data into an aircraft flight management system having a computer means, the computer means communicating with a monitor, at least one data source and a text entry means, the method comprising the steps of:

a. entering at least one alphanumeric character corresponding to a first text identifier into the text entry device and displaying the text entered on a flight plan entry field on the display;

b. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan; and

[c. displaying on the monitor, the likely text identifier;]

[d.] c. repeating steps [a-c] a and b until a desired first text identifier is displayed in the flight plan entry field.

2. The method of claim 1 further comprising the steps of accepting the text identifier by the text entry means if acceptable to [the aircraft operator] an operator of the aircraft and allowing the computer means to modify the aircraft's flight plan corresponding to the accepted text identifier.

3. The method of claim 2 further comprising the steps of

[a.] d. entering at least one alphanumeric character corresponding to additional text identifiers into the text entry device and displaying the text entered on a flight plan entry field on the display,

[b] e. comparing the entered [text] character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan, and

[c. displaying on the monitor the likely text identifier, and]

[d.] f. repeating steps [a-c] d and e until a desired [first] additional text identifier is displayed in the flight plan entry field.

30. A method for entering data into an aircraft flight management system having a computer, the computer communicating with a monitor, at least one data source and a text entry means, the method comprising the steps of:

a. entering at least one alphanumeric character corresponding to a first text identifier into the text entry device and displaying the text entered on a flight plan entry field on the display;

b. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan; and

c. repeating steps a and b until a desired first text identifier is displayed in the flight plan entry field,

d. accepting the text identifier by the text entry means if acceptable to an operator of the aircraft and allowing the computer to modify the aircraft's flight plan corresponding to the accepted text identifier,

e. entering at least one alphanumeric character corresponding to additional text identifiers into the text entry device and displaying the text entered on a flight plan entry field on the display,

- f. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan, and
- g. repeating steps e and f until a desired additional text identifier is displayed in the flight plan entry field.

31. The method of claim 30 further comprising the steps of:

- h. notifying the computer by the text entry means to allow the computer to obtain a runway list from the data source for all runways associated with a destination airport;
- i. removing active runway information from the runway list and sorting and listing all remaining runways by proximity to the active runway heading.

32. The method of claim 31 further comprising the steps of:

- j. allowing the computer to select the most likely runway corresponding to the aircraft's new approach and arrival route:
- k. determining whether additional runways exist in the runway list;
- l. if no additional runways exist in the runway list, displaying the runway list to an output device;
- m. if additional runways exist in the runway list, allowing the computer to generate an approved approach list from the data source;
- n. removing, by the computer, the active approach information from the approach list;
- o. prioritizing all remaining runways by the type of approach available for the selected runway and allowing the computer to store an approach list.

Please amend the following claims as follows (the new claim numbers being the numbers as renumbered by the Examiner):

12. [11.] The method of claim [10] 30 wherein at least one data source contains avionics data.

13. [12] The method of claim [11] 12 wherein at least one data source contains navigational data.

14. [13] The method of claim [12] 13 wherein the computer is a microprocessor.

15. [14] The method of claim [13] 14 wherein each text identifier is selected from the group consisting of, and otherwise corresponding, to airway data, waypoint data and aircraft procedure data.

16. [15.] A system for entering and editing data in an aircraft flight plan, the system comprising an aircraft avionics flight management system having a computer [means], the computer [means] communicating with a monitor, at least one data source and a text entry means, the text entry means configured to accept at least one alphanumeric character corresponding to a first text identifier, the monitor configured to display the text entered on a flight plan entry field on the display and the computer [means] configured to compare the entered character to data stored in each data source and identifying and completing on the monitor

display a likely text identifier that is geographically closest to the aircraft's flight plan.

18. [17] The system of claim 16 wherein the text entry means is configured to accept at least one entered alphanumeric text character corresponding to additional text identifiers, the monitor is configured to display the text entered on a flight plan entry field on the display and the computer [means] is configured to compare the entered character to data stored in each data source, identify and complete on the display additional likely text identifiers that are geographically closest to the aircraft's flight plan and modify the aircraft's flight plan corresponding to the text identifier if acceptable to [the aircraft operator] an operator of the aircraft.